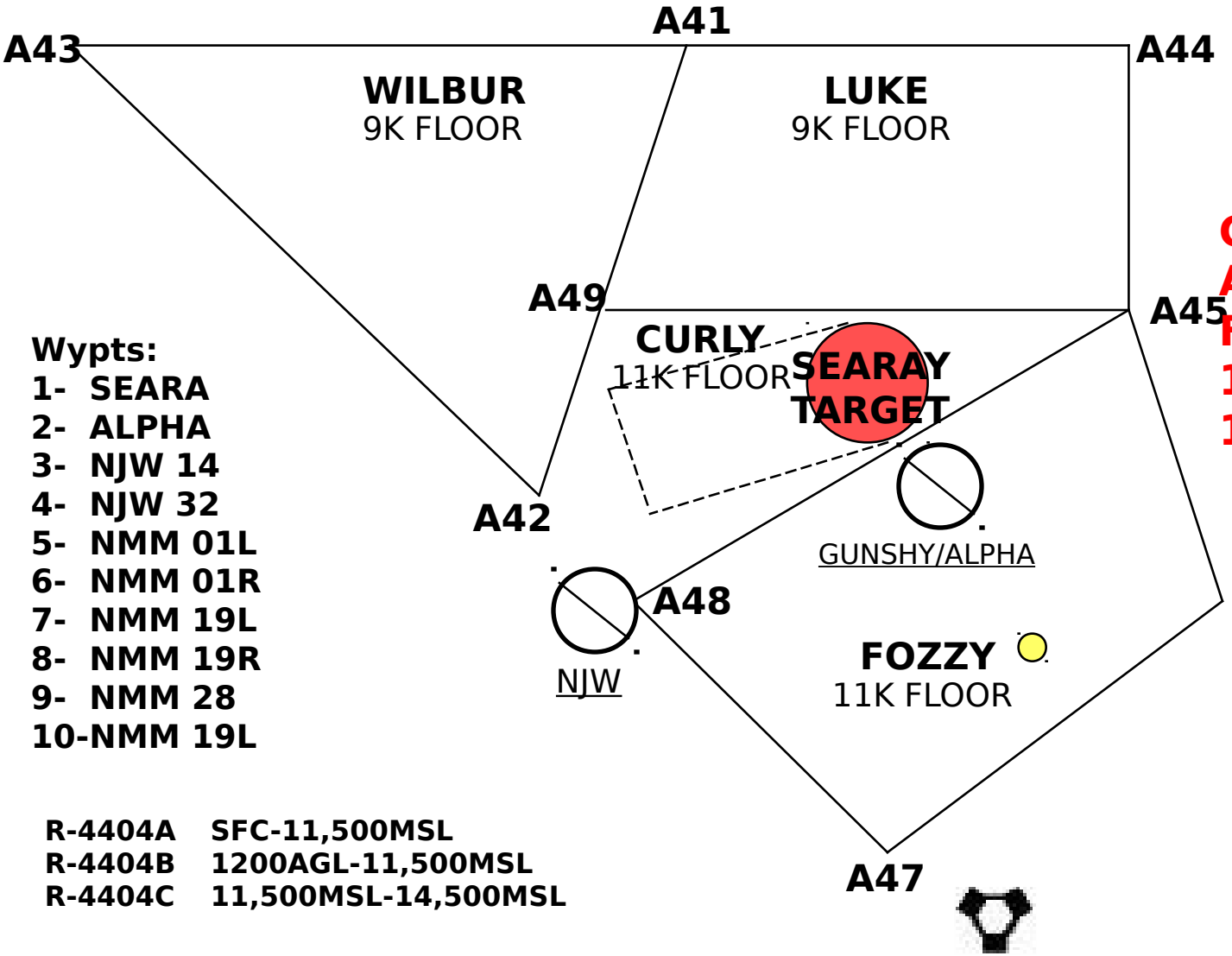
Flight

WEAPONS

Mission

COURSE RULES GOUGE

AREA 4



Wypts:
1- SEARA
2- ALPHA
3- NJW 14
4- NJW 32
5- NMM 01L
6- NMM 01R
7- NMM 19L
8- NMM 19R
9- NMM 28
10-NMM 19L

CURLY NOT AVAILABLE FROM 0900-1000 OR 1400-1500

R-4404A	SFC-11,500MSL
R-4404B	1200AGL-11,500MSL
R-4404C	11,500MSL-14,500MSL

System set up

- **Clearance- Flights put a SHARK clearance A,B on request. (A,B are the restricted area alt blocks)**
- **Waypoints- Enter Waypoints SEARA (SEARAY Target) in wypt 1. ALPHA in wypt 2. NJW 14 and 32 in wypt's 3 and 4. NMM 01L, 01R, 28, 19L and 19R in wypt's 5-9. NMM 19L in wypt 10.**
- **Sequence- None**
- **Course line- 045 off wypt 1 (SEARA)**
- **Heading- Heading- 070 for initial alt of 7,000 ft.**
  - Once at the target 240 for outbound heading in the pattern or put in wind direction.
- **Joker/Bingo- 1200/900**

Departure

- **After airborne and clean below 200 KIAS, check in with Departure on BTN 4.**

  “Departure, SHARK 1XX flight of four, off Navy McCain passing (current alt) for Seven thousand request early turn.”

- **Departure will acknowledge radar contact.**

  “SHARK 1XX, Meridian Departure, radar contact turn left/Right hdg XXX or turn left/right direct to the Restricted Area.”

  (You will be given vectors to R-4404. Generally it is a left hand turn off 01R and a Right turn off 19R.)

- **Departure will eventually give you a climb to 7K if you were given an intermediate altitude on departure.**

  “SHARK 1XX, climb and maintain Seven Thousand.”

Departure- cont

- **As the flight approaches DeKalb and NJW, lead will chop VFR with Meridian Departure.**

  “Meridian Departure, SHARK 1XX, if no aircraft between me and the Restricted Area, would like to cancel IFR and go VFR.”

- **If there is no traffic Meridian Approach will respond and cancel your IFR clearance and clear you to switch to the Target Frequency. If weather is questionable, it is recommended that you remain with Departure to the Target for a weather recce.**

  “SHARK 1XX, Meridian Approach, there is no traffic between you and the Restricted Area, I show you canceled at this time, maintain present squawk, cleared to switch to.”

- **Lead will respond.**

  “SHARK 1XX, cleared and switching.”

Departure- cont

- **Lead will give hand signals to his wingmen telling them to switch Target Frequency BTN 27.**
- **Lead will switch to BTN 8 and make a “99 Call to check into area 4 for the Restricted Area.**

  “99 Area 4, flight of four entering the target area.”

  Any aircraft in the area will respond with their position.

  “1XX working Luke”
- **Lead will then check the flight in on SEARAY/TARGET BTN 27.**

  ”Callsign” *(Is there a canned callsign from the new TACSOPO?)*
- **Wingmen will check in with lead in order.**

  “2” “3” “4”

Departure- cont

- **Lead will then check in with imaginary range controller.**

  “SEARAY, SHARK 1XX, flight of 4 T-45’s inbound, 8 MK-76’s apiece to work the High/Mid/Low (as appropriate) patterns”

- **Lead will maneuver the flight to enter the MACH Run at approximately 10-12 miles on the 225 Radial from the wypt 1 (SEARA). Prior to arriving at the run in line for the MACH Run Lead will fence the flight in on TAC Freq on Comm 2 or BTN 27 (Searay) as briefed by lead. If the fenced in checks are done on TAC frequency the call will be prefaced by an “on TAC” call.**

  ”Callsign flight, on TAC, 1 fenced in, good G’s(since no max G yet), 2.6(fuel state).”

- **Wingmen will fence in on the appropriate freq, in order.**

  “2 fenced in, good G’s, 2.6”
  “3 fenced in, good G’s, 2.7”
  “4 fenced in, good G’s, 2.6”

- **As lead approaches the run in line and begins his run in, he will give the flight a call to advise them that power is coming up and they need to get into echelon for the MACH Run. Wingmen will not respond to this call.**

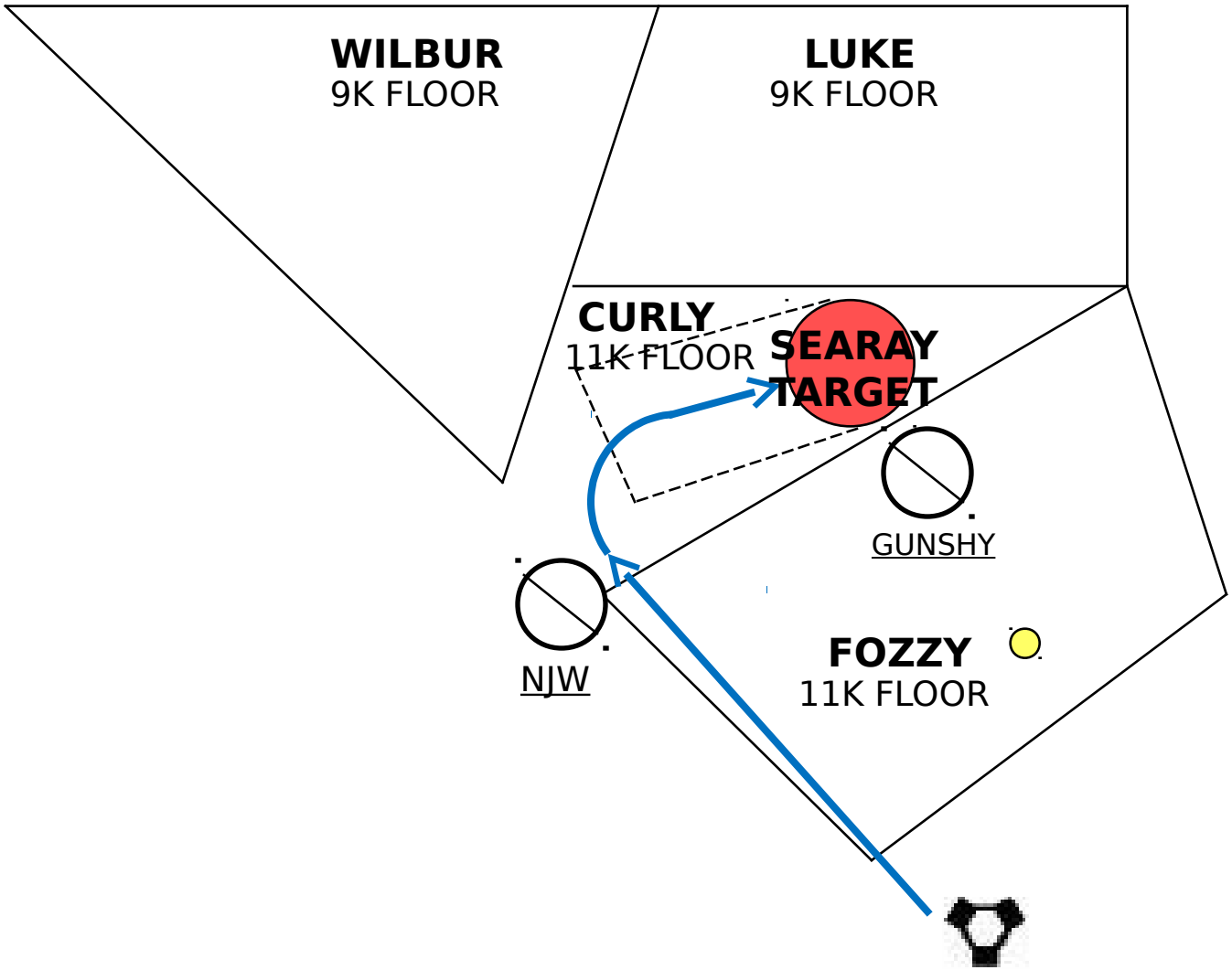
  “Callsign flight, out of the turn, Target will be off the nose for (distance) miles, setting up for the MACH Run”

Target Entry

- **As depicted by the following slide, enter the R-4404 from the SW for the MACH Run.**
- **If conducting a WEP-7 or 30-30 pop sortie advise Meridian Approach when you chop VFR that you will be exiting the Restricted Area several times during the hop.**
- **Lead will increase the power to approximately 97% and descend to release altitude for the pattern in use. Once stable they will make a Speed and Angels call on BTN 27. For wingmen silence is consent.**

"Lead is level, (height in MSL) feet, (TAS), winds are (direction/speed in knots)"

R4404 - ENTRY


WILBUR
9K FLOOR
LUKE
9K FLOOR
CURLY
11K FLOOR
SEARAY
TARGET
GUNSHY
NJW
FOZZY
11K FLOOR

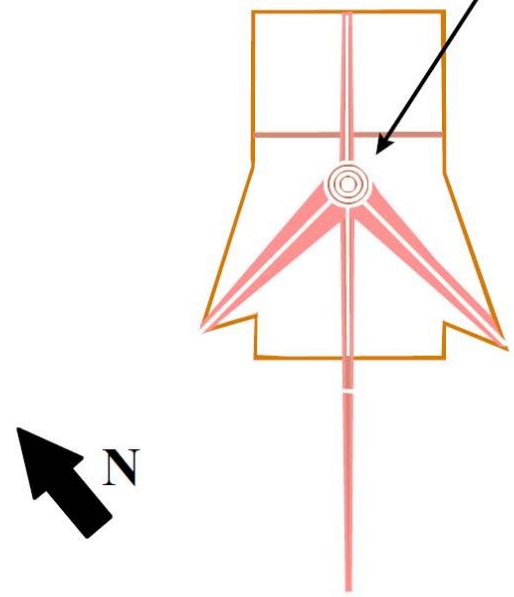
FAM-08

Target Freq
BTN 27

SEARAY TARGET

NMM 348029
FREQ 227.825 (P)
360.9 (S)
ELEV 238' MSL
33°03 15 N 88°40 45 W

BOMB TARGET
rings at……. 75'
……. 150'
……. 300'



RUN IN HEADING
045°

R-4404A	SFC-11,500MSL
R-4404B	1200AGL-11,500MSL
R-4404C	11,500MSL-14,500MSL

Pattern Entry

- **The lead will visually clear the target and ensure that he has weather for the flight. Crossing the target lead will make the Breaking call on BTN 27.**

  “ 1 breaking High Pattern”

- **Wingmen will continue straight ahead and then break to the applicable pattern at intervals of 8 seconds for a 4 plane and 10 seconds for a 3 plane. They will make a call breaking to the applicable pattern.**

  “ 2 breaking High Pattern”
  “ 3 breaking High Pattern”
  “ 4 breaking High Pattern”

Pattern Entry

- **As lead reaches the abeam for the applicable pattern he will report Abeam with Fuel State. Each wingmen will do the same except Dash 4 of a 4 plane or Dash 3 of a 3 plane who will hold their call until 1 calls off safe to begin the comm flow.**

  “ 1 abeam, 2.5”
  “ 2 abeam, 2.4”
  “ 3 abeam, 2.4”

- **Lead will call in South West and then off safe after weapons release, placing the armament switch to safe and beginning his climb back to pattern alt. Dash 4 of a 4 plane or Dash 3 in a 3 plane will then make his abeam call.**

  “ 1 in South West”

  after release

  “ 1 off safe”
  “ 4 abeam 2.5”

Pattern Transition

- **When lead is ready to transition to a lower pattern (High to Mid/ Mid to Low/ High to Low) he will initiate the call as follows on his in Southwest Call. The new pattern will be repeated twice.**

  " 1 in Southwest, High to Low, High to Low"

- **Lead will then call off with off safe and the pattern he is now in.**

  Lead: *" 1 off safe Low Pattern"*
  Dash 4 or 3: *"4 abeam 2.3"*

  Wingmen will mimic leads call

  " 2 in Southwest, High to Low, High to Low"
  " 2 off safe, Low Pattern"
  " 1 abeam, 2.3"

  if a wingmen forgets to call the new pattern lead will query them.

  Lead: *" 2, confirm Low Pattern"*
  Dash 2: *" 2, Low Pattern"*

Off Target Rendezvous

- **When lead is ready to transition to the off target rendezvous he will make the following in Southwest call.**

  " 1 in Southwest, Last Pass, Last Pass"

- **Lead will then call off with off safe and off Target Rendezvous (OTR). OTR altitude is 5,500 MSL unless briefed otherwise or called by lead on the off target rendezvous.**

  Lead: *" 1 off safe, Off Target Rendezvous"*
  Dash 4 or 3: *"4 abeam 1.3"*

  If lead desires another altitude he will add that to his OTR Call

  Lead: *" 1 off safe, Off Target Rendezvous, 5.0"*
  Dash 4 or 3: *" 4 abeam, 1.3"*

Off Target Rendezvous- cont.

- **Each wingman will mimic leads call in Southwest.**

  “ 2 in Southwest, Last Pass, Last Pass”

- **The wingmen will then call off with off safe and off Target Rendezvous with the number of aircraft in sight or blind.**

  Dash 2: *“ 2 off safe, Off Target Rendezvous, one in sight”*
  Lead: *“ Roger 2”*

  If the wingmen is blind lead will tell him to start his turn and what his position is relative to the wingman.

  Dash 3: *“ 3 off safe, Off Target Rendezvous, blind”*
  Lead: *“ 3 Start your turn, lead is at your (clock position)”*

Off Target Rendezvous- cont.

- **If lead chooses an Off Target Rendezvous altitude other than 5,500 MSL each wingman will add leads Off Target Rendezvous altitude to their Off Target Rendezvous call. Then they will determine the altitude they should go to.**

-Dash-2 will be 500 ft below lead

-Dash-3 will be 1000 ft below lead

-Dash-4 will be 1500 ft below lead

Dash 2: *" 2 off safe, Off Target Rendezvous, 5.0, one in sight"*

Lead: *" Roger 2"*

If the wingmen is blind lead will tell him to start his turn and what his position is relative to the wingman.

Dash 3: *" 3 off safe, Off Target Rendezvous, 5.0, blind"*

Lead: *" 3 Start your turn, lead is a your (clock position)"*

Off Target Rendezvous – cont.

- **Wingmen will continue to report number of aircraft in sight ahead of them till they have accounted for all aircraft ahead of them. Lead will acknowledge each call**

Dash 4: *" 4 has 3 in sight"*
Lead: *" Roger 4"*

- **Wingmen will stay in their block altitude until the aircraft in front of them has vacated their altitude. Then they can step it up to the next higher block altitude. If the aircraft in front of them is co-altitude with lead they can come up to leads altitude as well.**

- **At some point lead will tell the flight he is off in the back radio for ATIS. Wingmen will acknowledge this call.**

Lead: *"Lead is off in the back for ATIS"*
Dash 2: *"2"*
Dash 3: *"3"*
Dash 4: *"4"*

Off Target Rendezvous – cont.

- **Lead will check back in on the back radio and pass the ATIS information to the wingmen.**

  Lead: *"Lead is back, Alpha is current, Landing 19L, altimeter 29.92, Bash Moderate"*

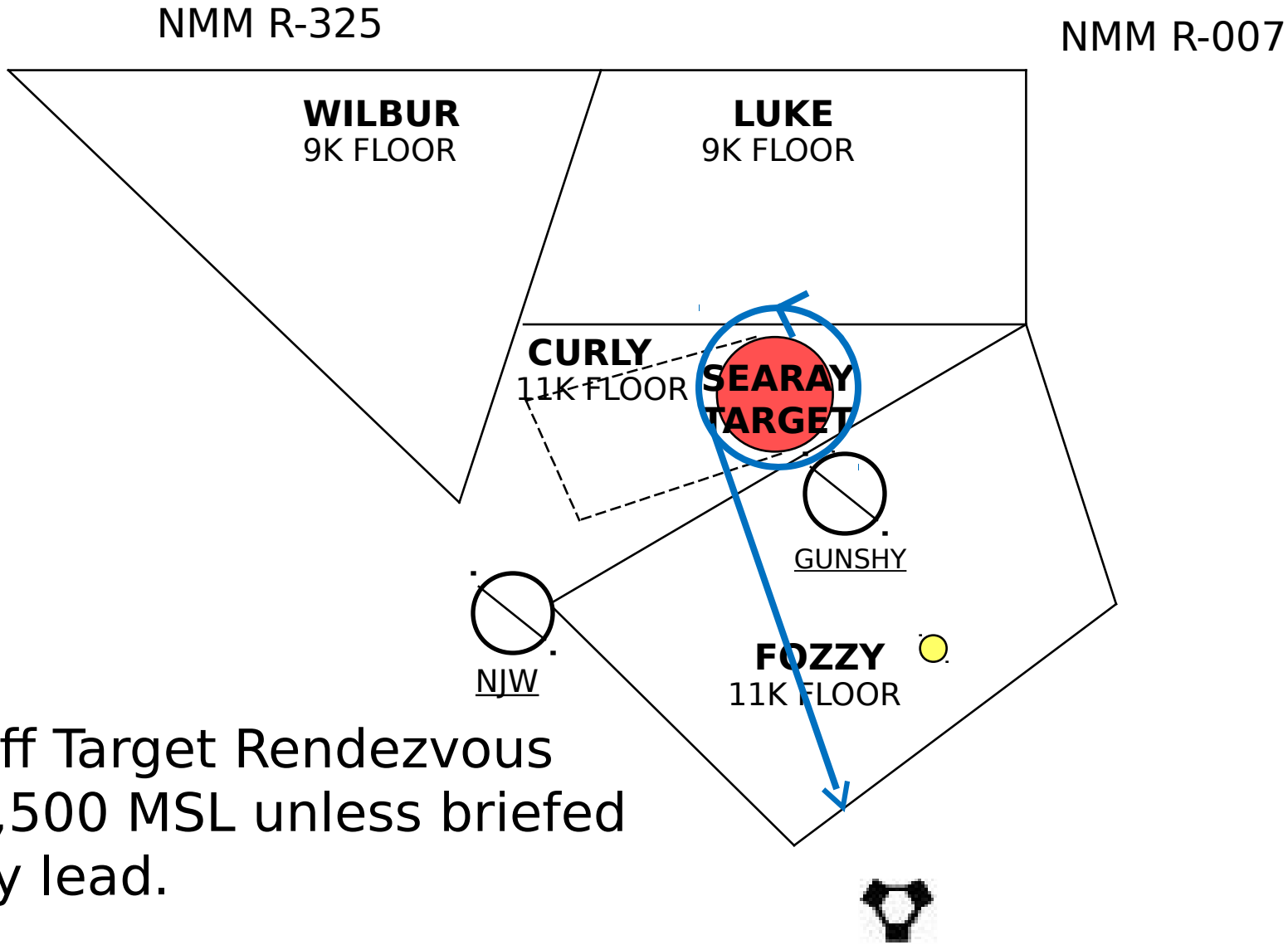
  Dash 2: *"2"*

  Dash 3: *"3"*

  Dash 4: *"4"*

- **Once the flight has joined in echelon, lead will roll out toward NMM. He will then kick the flight into cruise. Dash 2 will signal to 3 and then auto balance to admin cruise.**

Target Exit



Off Target Rendezvous
5,500 MSL unless briefed
by lead.

Fenced Out Checks

- **Prior to checking out of the Target Lead will fence the flight out. This will be done on TAC freq or BTN 27 as briefed by lead. If lead fences the flight out on TAC freq his call will be prefaced with “on TAC”. Wingmen will ensure they are in NAV mode and that the ADI is selected so they can see max G.**

Lead: *“On TAC, 1 fenced out, 4.9, 1.2”*
Dash 2: *“ 2 fenced out, 5.2, 1.1”*
Dash 3: *“ 3 fenced out 6.1, 1.1”*
Dash 4: *“ 4 fenced out 5.6, 1.2”*

Target Check Out

- **Once the flight is fenced out he will make a call to SEARAY on BTN 27 checking out of the Restricted Area with all ordnance expended or the number of unexpended.**

Lead: *"SEARAY, SHARK 1XX and flight checking out all weapons expended"*

or

Lead: *"SEARAY, SHARK 1XX and flight checking out, 4 unexpended"*

- **Lead will then give hand signals to the flight to switch BTN 11 for approach.**

Approach Check In

- **After signaling the flight to switch approach BTN 11, lead will check in with the type of approach the flight is looking for.**

  "Meridian Approach, SHARK 1XX, flight of 4 with you, Five Thousand Five Hundred, Four for the overhead with Alpha"

  "Meridian Approach, SHARK 1XX, flight of 4 with you, Five Thousand Five Hundred, 4 for the practice straight –in hung ordnance"

  "Meridian Approach, SHARK 1XX, flight of 4 with you, Five Thousand Five Hundred, 3 for the overhead, 1 for the straight-in hung ordnance."

  Approach will respond with clearance.

  "SHARK 1XX, Meridian Approach, you are cleared direct Navy McCain, descend and maintain Three Thousand feet, report Navy McCain in Sight."

  "SHARK 1XX, Meridian Approach, you are cleared direct Navy McCain, descend and maintain Three Thousand, expect the straight-in Runway 19R, report Navy McCain in sight."

  *"SHARK 1XX, Meridian Approach, you are cleared direct Navy McCain, descend and maintain Three Thousand, expect the initial RWY 19L, say side number for straight-in hung ordnance***"**

Break and Hung Ordnance Approach

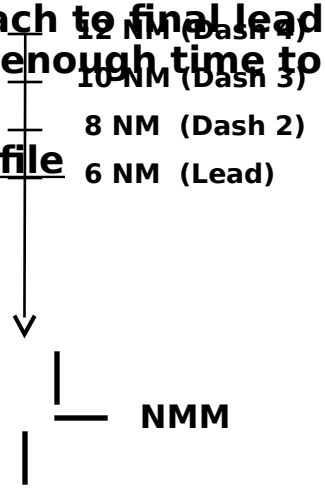
- **<u>Break</u>-Once lead reports the field in sight if the flight is all for the overhead, standard 4 plane break rules apply.**

- **<u>Hung Ordnance</u>-If the flight is setting up for the Hung Ordnance Approach they will proceed as follows. Practice Hung Ordnance Approaches should be flown to the Right Runway.**

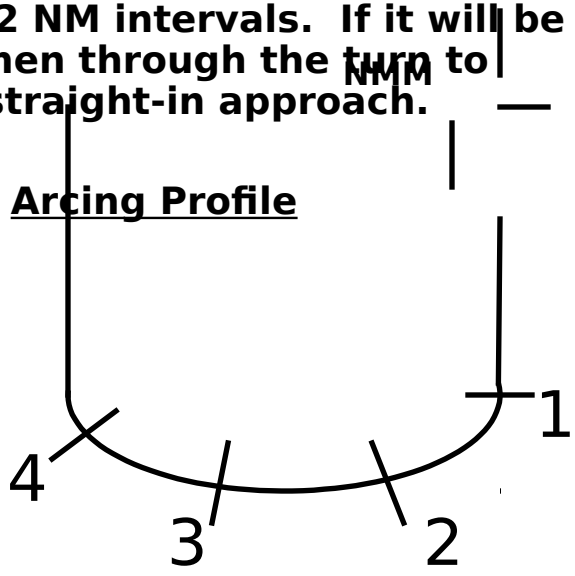
  Lead will detach the wingmen in a manner that will allow them to dirty up and maintain interval.

  For a Straight in profile lead will detach wingmen in 2 NM intervals. If it will be an arcing approach to final lead will detach the wingmen through the turn to ensure lead has enough time to dirty up and make a straight-in approach.

<u>Straight-In Profile</u>



<u>Arcing Profile</u>



Hung Ordnance Approach-cont.

- **When lead is ready to detach his wingmen he will kick them off in order.**

Lead: *" 4, you are cleared to detach on the right"*
Dash 4: *" 4 detaching"*

Lead: *" 3, you are cleared to detach on the right"*
Dash 3: *" 3 detaching"*

Lead: *" 2, you are cleared to detach on the left"*
Dash 2: *" 2 detaching"*

Each member of the flight will dirty up by going to Idle with the Speed Brakes Out, slow below 200 KIAS and drop
the gear and flaps to ½, SB's in. They will stabilize at 150 KIAS until 3 miles on final where they will go to Full
Flaps, SB's out and On Speed. They will then report 3 down and locked to tower for clearance to land.
Aircraft will land on opposite sides of the runway.

"Tower, SHARK 1XX, Three miles, Three down and locked, full stop."

"Tower, Dash 2, side 1XX, Three miles, Three down and locked, full stop.

"Tower, Dash 3, side 1XX, Three miles, Three down and locked, full stop.

"Tower, Dash 4, side 1XX, Three miles, Three down and locked, full stop.

Landing Roll Out

- **If the flight is conducting a practice Hung Ordnance Approach they will do touch and go's to the carrier box and then request downwind from tower.**

- **If the flight is a full stop Hung Ordnance Approach, Lead will tell the aircraft over TAC frequency to check in with good jets when able.**

Lead: *" (Callsign) flight, check in with good jets when able".*

on landing roll out, when under control, each aircraft will check their maintenance page and confirm no exceedance or overflow. They will then report up to lead. He will then tell the flight to switch to BTN 2 in the Number 1 radio for Ground and BTN 28/29 for Base. Lead will then get clearance for the entire flight and report in and up with maintenance for the entire flight and get their parking spots. The flight will then meet him on base frequency and lead will call the entire flight safe on deck.

Dash 2: *" 2 has a good jet"*
Lead: *"Roger 2"*

Dash 3: *" 3 has a good jet"*
Lead: *"Roger 3"*

Dash 2: *" 4 has a good jet"*
Lead: *" Roger 4, (Callsign) flight check in on 2 and 28/29 when clear2"*

Lead: **BTN 27** *"Maintenance, 1XX, 1XX, 1XX and 1XX in and up looking for spots"*
Lead: **BTN 28/29** *" Base, 1XX and the Bombers, Safe On Deck"*